



DECEMBER 3, 2003

**Volume 42
Number 12**

SPECIAL ANNOUNCEMENTS:

PROGRAM FOR DECEMBER 3rd MEETING

The Program for Dec. 3rd will be *John Terry* who will tell us about Experimental Airships and Standards. He will also have some pictures of the Biannual Hot Air Balloon Gathering in France this year. John has a wealth of experience in material and processing that he accumulated over a career at IBM and repairing balloons. He is the only FAA certified facility for balloon repair in Northern (at least) California. The adventures and observations over his long tenure in the air and in maintaining these devices make for an entertaining and informative program. (Thanks, **Ron Parrott**)

RATIFICATION OF NEW BY-LAWS

The By-laws Committee has finished its work and the Chapter Board of Directors has approved the work. This is the official submission to the membership for approval at our December 3rd meeting. Copies of the proposed By-Laws have been posted on the Bulletin Board in the rear of our meeting hall, or you may also receive one via e-mail upon request from your By-laws Committee Chairman, **Joe Lacchia**, at jblacchia@sonic.net.

CHAPTER JACKETS AVAILABLE

Meg Hurt (707) 544-1026 is taking orders for a Chapter jacket embroidered with the Chapter's emblem on the back. The jacket is dark grey with red emblem. The cost will be around \$100 which includes the jacket, embroidery work, two lines on the front of the jacket (name, airplane), and tax. Jackets may be ordered or picked up via Avenue Shoppes, MONOGRAMS PLUS, 2790 Santa Rosa Ave., Santa Rosa, CA .

Carol Damas, Owner. Phone (707) 575-4050.

NAME TAGS TO BE ORDERED

Chapter Name Tags will be ordered in the next month or so. Please let **Donna Turrentine** know if you would like to order one. (707) 823-6132 or at the meeting.

MESSAGE FROM THE VICE-PRESIDENT (Bob Gutteridge)

Can it be the last meeting for 2003? Where has the year gone?

Congratulations to the **new officers!** The results are: Board seats went to: **Jim Elliott, Dwayne Green, Ron Parrott and Rolf Unternaehrer; Joe Lacchia and Bob Gutteridge** ran unopposed for Secretary and VP respectfully.

This month we will be voting on the adoption of the revised **by-laws**. If you wish to review the entire document, please contact **Joe Lacchia** via email at jblacchia@juno.com and he will forward the new by-laws to you.

2004 calendars must be ordered immediately following the December meeting for delivery in January. Calendar sales fell off dramatically this year leaving the Club holding the bag on quite a few units. So this year we will try a sign-up sheet and order only what is requested. Please see me at the meeting for the sign-up sheet.

As mentioned last month, **DO NOT PARK OFF TO THE SIDE OF THE DRIVEWAY IN THE MUD!** The weather prognosticators have promised rain so the ground will be soft and very deep ruts will remain when your vehicle is dug out of the mud! The gate will be open, drive in and park on the asphalt.

Mark your calendar for January 1, 2004 and come on out to the Site. **Tradition** holds that if you fly on the 1st day of the year, then the entire year will be filled with good flying. It has worked for me the last several years and, WX permitting, there will be air under my tires. I should have at least two seats available for guests. WX not permitting, we'll car pool to lunch.

I hope to see you on Dec 3, but if I do not, please have a very happy holiday season.

NEW MEMBERS in November:

Eugene and Dorothy Rapalyea, who just bought a Wittman Tailwind (from Art Beer???)

John & Robin Palmerlee, who have a Cessna 170A.

Say "hi" to them at the next meeting...

GA News of Sept. 12 has a couple small items:

Sporty's.com offers download of some software for any PDA with Palm OS 4.0 or later that does all the E6B calculations, for only \$9.95.

AirWolf.com is offering wet vacuum pumps; "we expect our wet pumps never to fail - something we were used to before dry pumps". It can replace all 200-series dry pumps.

(Thanks, **Walt Ferris**)

GENERAL MEETING MINUTES

November 5, 2003

The general meeting was called to order November 5, 2003 at 7:25 PM by Pres. Joe Weigand. Held at Chapter 124 Clubhouse, Santa Rosa, CA.

Number Attending: 62

Visitors – Kevin Kennedy, Gene Rapalyea, Brian Hauck, John Hess, Ron Schultz, Jacob & Katy Bayless, John Palmerlee, Joe Maciorowski.

Minutes – Acceptance of October minutes: M/S to approve. Approved.

Treasurer's Report and Parking Fees status (John Whitehouse reporting). M/S to approve. Approved.

Facility Report – Do NOT park in grass areas during rain season.

Elections – Nominating Committee nominees were listed and introduced. Announced that membership was to vote for VP, Sec, and four (4) Board Members; noting that of the 4, the one with the lowest vote total will be seated only if the revised by-laws fail to be ratified at the December meeting. Nominations from the floor were solicited. Hearing none the nominations were closed. Election was conducted by secret ballot.

Results – Elected for the 2004/05 term, VP – Bob Gutteridge, Secretary – Joe Lacchia, Board Members- Jim Elliott, Dwayne Green, Ron Parrott, Rolph Unternaehrer

Planning & Nomination – David Heal conducted election (see above).

By-Law Revisions – Vote for adoption scheduled for December 3 General Meeting. Review copies available on Desk, Posted on Bulletin Board, or request via email from Joe Lacchia at jblacchia@juno.com.

General Meeting Minutes (cont)

Young Eagles – Sue announced that YE count for October event was 31. Several individual YE flights were conducted after the event.

Evening Program – Gregory Mantz (Grandson of Paul Mantz) presented a program on Paul Mantz's career as a movie stunt pilot.

Respectfully Submitted,
Jim Elliott, Secretary, EAA 124

THE FLYING MARKET

Homebuilt **SEA HAWKER AMPHIBIAN** for sale. Flown 40 hours. Factory rebuilt 150 HP. Very Attractive – Always hangered \$25,000 Chris Ketelsen (707) 526-5869 trowbridge4@juno.com

HUMMELBIRD:

Previously flown, extremely close to completion, \$6000. Have two other projects active, must simplify.

\$6300 with Sporty's handheld radio.
Brent Smith (707) 565-7508

KOLB FIRESTAR II:

EXPERIMENTAL N23NN. Call Neil (415) 664-2296, firestart@aol.com. Built by an A&P. It flies fine but my partner moved so it's time to sell. Asking \$12,500, have \$16,000 invested.

KITFOX LIGHT:

Asking \$12,500, have \$20,000 invested.
Jim DuVander
(707) 838-2174

PIPER CLIPPER:

New recover, new major, dual pedals.
(707) 275-2291

If you have something that you would like to buy, trade or sell, contact Donna at (707) 823-6132 or dturren@sonic.net.

MORE WRIGHT BROTHERS...

(Remo Galeazzi)

When the Wright Brothers made their epoch flight in 1903, it didn't exactly take the world by storm. It may have been due to the brothers' secrecy, or even perhaps because so many "first flight" claims had been made previously no one took them seriously. It wasn't until Wilbur took the FLYER to France in 1908 that the world's press finally realized that the claims the two had made were indeed valid.

As Robert Wohl points out in his wonderful book *A PASSION FOR WINGS, AVIATION AND THE WESTERN IMAGINATION 1908-1919*, it really wasn't until this period that the general public would become fully aware of and fascinated with the aeroplane. Suddenly, aviation events of all sorts were being held in many European countries, and the press eagerly followed and reported in glowing prose the antics of these intrepid airmen. The FUTURIST writers and poets of that era began to include pilots and their craft in their poems and novels, and people who had never seen an aeroplane or had even heard one were now reading books that had aviators as the protagonists. I can still remember a song my mother used to sing that she brought with her from Italy. It must have been popular over there about 1910 when the blush of flight was still as esoteric as space flight is to many of us now. (The words rhyme in Italian, of course, but all that is lost in translation.) It went like this: "Come on up, Come on up, Nene (Nene is the pilot's girlfriend), Come on up, Come on up with me, I will show you the stars, and how beautiful they are up close, Come on up, Come on up, the future will bode well for you". The song, a popular ditty of the time, is probably not even remembered today, but it does emphasize how flying captured the imagination of that generation.

The Futurists of the day had already foreseen what impact aviation would have on our planet. They predicted that airships would carry passengers across the ocean. (They went wild on that one, depicting all sorts of fanciful craft), and of course, the use of aircraft in warfare. By 1915, engineers knew what forces acted on airframes, and understood how to neutralize those forces. WWI gave a tremendous impetus to the evolution of the aeroplane, and by 1918, aircraft like the SE 5, Fokker D VII and others would stand comparison with aircraft designed 20 years later and beyond. In the last hundred years technology has advanced by leaps and bounds, and the faster it advances, the more radical the changes. It's gotten to the point where individuals in the market for a computer keep putting off the purchase—because they know that in a few months there will be new improvements. Perhaps in the next century we will be traveling at the speed of light, which will reveal secrets of our universe here to fore unimagined.

And, my friends, it all started in a bicycle shop in Dayton, Ohio...

Electrical Trim Safety Caution: We've heard of trim systems that have gone to their limit making control difficult or impossible, so I'm sure all of you have disconnects or overrides. But a Lancair pilot had controls on BOTH sticks and it got "real interesting" when the Young Eagle had firm hold of his! The control system now has fewer relays with a switch to allow only one stick to control.

(Thanks, **Bill Bruce**)

YOUNG AND INVINCIBLE...

(Paul Reindeers)

*From a **SAFETY** standpoint, pilots should be absolutely sure they are both **LUCKY** and **INVINCIBLE** if they insist on doing something really **STUPID**...*

I had just returned from an overseas tour in the military. I had places to go and things to do. The next day I bought an airplane. The following day at the Sensenich factory in Pennsylvania I had the prop re-pitched to the maximum allowed (which improved the TAS to 125 mph at 8000 feet). During the next 19 days I flew to Arizona, California, and back to Iowa by a rather circuitous route. I saw a lot of friends, had a great time, and got very little sleep...averaging three hours a night and losing twenty-five pounds of weight as a result. Not to worry. I was young and invincible.

Leaving Iowa, I planned to be in New Jersey that evening. Weather was not a factor...clear and forever, light tailwinds at higher altitudes...less than ten hours enroute, plus two fuel stops. Piece of cake.

I launched from Fort Dodge, Iowa, early in the morning and planned a refueling stop in Ohio or wherever I happened to be after four and a half hours. Above eight thousand feet, the Lycoming burned about six gallons an hour. Plenty of reserve after a five hour flight with eighteen gallons per tank.

Airborne, I climbed to thirteen thousand five hundred feet due to the better winds at altitude. Although I had full tanks on departure, I was alone and well under maximum gross weight. However, the 'Stool was pretty well up to her limit at that altitude. I did not have supplemental oxygen.

Four hours later I descended for a quick pit stop in Ohio. Grabbing a couple of candy bars and a Coke, I was airborne after barely fifteen minutes at the pump. Soon I was back at thirteen thousand five hundred feet. Great winds all the way. I was "making knots"!

Three hours into the flight I began to regret that I had not stretched the first flight a few miles farther, which I could have easily done. Had I done that, I might not have to make another stop. Four hours into the flight it looks as though I will have to land just short of Philadelphia, refuel, climb over the Philly traffic, and immediately descend for a landing in New Jersey.

"I shoulda stretched that first tank..."

Approaching Philly it looks like I can make it. I had run one tank completely dry. The other is a little low.

"Enough to get me into Jersey. Lots of fields available if I run short. No sweat. I can stay at altitude and spiral down over the field. If the engine quits I'll have it in the bag."

YOUNG AND INVINCIBLE...

(continued)

It seemed like a good bit of reasoning at that point. The longer I stayed at altitude, the better it sounded. Little did I realize that the lack of oxygen and the fatigue were catching up with me. I had been at altitude for nine of the last nine and a half hours. I went for it.

Crossing Philadelphia at twelve thousand feet, descending to overhead the destination area at ten thousand feet, I began to spiral down while I searched for the field. (No GPS in 1962.) Unable to spot the small grass airfield by the time I had descended to seven thousand feet, I turned towards another, larger, concrete airfield a few miles away.

Rolling out on the new heading and still descending in a power-off glide, I looked back to see the grass runway just behind me. I immediately reversed course, landing a few minutes later having flown a power off approach. After parking the aircraft, I called friends and offered them an airplane ride if they would pick me up. They accepted. I returned to the aircraft to move it to the pump.

When the plane would not start, I enlisted the gas boy to help me push it to the pump because, "It's low on fuel and might need a little more to start." He pumped the fuel while I grabbed a candy bar and Coke.

"How much does it hold?"

"Eighteen each side."

"I put in thirty five seven." He could have gotten another three-tenths in if he had really topped those tanks.

The engine started up easily and I gave my friends a ride over the area. They were pleased with the flight.

Looking back, I realized that even though I had been taught about the effects of a severe lack of oxygen in high altitude flight, the creeping effects of the flight at thirteen thousand, coupled with the fatigue of three weeks of less than minimal rest, the unhealthy diet, and lack of hydration, all added up to Trouble. I failed to recognize the creeping onset of hypoxia due to an almost deadly combination of factors.

The moral: Luck is better than brains anytime. And survival is more likely if you are invincible. **However, from a safety standpoint, pilots should be absolutely sure they are both LUCKY and INVINCIBLE if they insist on doing something really STUPID...**

Understanding Airport Charting

Every airport that submits a FAA Form 7480-1, "Notice of landing area", receives an identifier, 4 letters for "Private" and 3 letters for "Public Use". Charting companies choose not to depict private identifiers, plus if the application includes a restriction such as "land at own risk" or "prior permission required", it is classified as "Private" although you can land there. Incidentally, the FSDO reviews applications but there are NO standards for small public airports. (Thanks, Bill Bruce)

A Different Baja Adventure (Oct.16-26, 2003) (Bill Bruce)

Although Marilyn and I enjoy flying our RV-6 to distant locations, you (and Marilyn) probably didn't know that I've always wanted to drive "off road" in Baja. In mid July I bought a used fiberglass buggy with optimism and ignorance, repaired the more obvious and we drove to Garberville to enjoy a weekend on the Lost Coast roads with ten others. Additional repairs were made before we left for Baja to join three other buggies in El Centro.

In spite of our leader's aversion for maps or GPS and our one flat tire, we reached Guadalupe Canyon Campground (40 air miles SW Mexicali), relaxed in the natural hot tubs, and enjoyed drinks & dinner. The following day we hoped to find a route southwest through the mountains towards Mike's Ranch. Suffice it to say, we wandered in cactus land (cholla may not jump but they sure stick), never found marked roads nor the pass, but finally reached San Felipe. Enroute I became acquainted with "moon dust", a very fine powdery sand that engulfs all surfaces of man and vehicle while reducing visibility to less than zero and usually stalls any forward motion. Although I got through the "Oh, S---!" mess, after waiting a while for the last two buggies, I decided to backtrack to possibly help. Unfortunately, I didn't go wide enough around the dust and really got stuck, to the amusement of all when they arrived. (One buggy had a winch so retrieval was relatively easy.)

A day in San Felipe to repair tires & voltage regulators, eat fish tacos & shrimp cocktails, and lounge in the pool. The road south was paved to (unfriendly) Puertocitos and washboard passable to Rancho Grande (fuel) & Alfonsina's. Rooms & food were good, water & beach were excellent, and we visited with a couple we met on a previous flight who have a house there. Everything was so agreeable that we decided to stay another day and forgo visits further south (we had planned to go to Bahia de los Angeles and Punta San Francisquito), especially since two buggies needed to be home by the weekend. However, during our "rest" day we toured to Coco's Corner and through the attractive Calamajue Canyon. The "roads" which we had been traveling at 40-45 mph were loose sand, crushed rock, boulders, and washouts; our friends occasionally raced at 75-80mph! I hit one 10" dirt washout bank that de-aired the tire from the wheel. One buggy sheared all four bolts of the skid pan (he'd winched me out of the dust so I drove back 3 miles to retrieve his pan); one buggy broke the welds so the skid plate was secured by rope and chain; the alternator and voltage regulator was replaced on another buggy. On returning to San Felipe and after needed welding repairs to rear frames & mufflers, two of us declined 2½ hours of more vibration travel, staying overnight. I lost count of tire changes, but all challenges were handled by the group traveling (somewhat) together. However, all agree that the CB was useless for communication. Our biggest surprise was that after the recent storms, so much of the vegetation was greener than up home! 2080 miles by buggy in 10 days!

Did we have a good time? Will we go again? Absolutely yes, but I need a flight first! ---"Moon Dust Bill"

BOARD MEETING MINUTES
(November 5th, 2003)

Pres. Joe Wiegand called the regular board meeting to order November 5th, 2003 at 6:35 PM, held at Chapter 124 Clubhouse, Santa Rosa, CA.

Joe Wiegand, Pres.	P	Dave McIntyre, Board	P	Dwayne Green, Board	A
Bob Gutteridge, VP	P	Bill Bruce, Board	P	Marshall Palmer, Board	P
Jim Elliott, Sec.	P	Ron Parrot, Board	P	Mike Fenn, Board	P
John Whitehouse, Tres.	P	Joe Lacchia, Board	P	Larry Rengstorf, Fac Chair	P
Donna Turrentine, News Ltr Ed	A	Membership Chair	A	Christine Kerner, Webmaster	A

Minutes – October 2003 Minutes submitted for approval. M/S to approve. Approved.

Treasurer's Report – John Whitehouse reported October activity and updated all on parking fees. M/S to approve. Approved.

Facilities & Equipment: - Still waiting EPA # for used oil. LR trying to work a better deal for port-a-potty rentals used during our larger events.

Newsletter/Promotions – Joe W. issued personal thanks to several for contributions to the Nov. newsletter. November newsletter was successfully issued earlier than normal in order to meet the 40 day notification requirement prior to adoption of by-law changes.

Planning / Nominating – Confirmed the nominations. Discussed procedure for conducting the General Meeting elections. Will vote for 4 Board Members and announce that lowest vote getter of the top 4 will be seated only if the revised by-laws are not adopted at the December meeting.

Events – 2004 Reno trip planning running into some unexpected snags. Bill still working on getting this set up.

OLD BUSINESS –

By-Laws - Notification complete. Vote for adoption scheduled for December 3 General Meeting. Review copies available on Desk, Posted on Bulletin Board, or request via email from Joe Lacchia at jblacchia@juno.com.

Club Jackets – M/S to approve use of Chapter funds in the amount of \$195 to have the EAA 124 logo digitized for use in an automated embroidery machine; with intent that any chapter member be able to have the logo embroidered on individually purchased Jackets, sweatshirts, etc. Motion approved 9 yes, 1 no.

Chapter Re-energize – In follow up to last months request for new ideas, Bill Bruce poled the Board for new ideas. None. One of Bill's (Old Buzzards Day & Rides) was discussed in some detail. See VP's message in Dec newsletter for more.

NEW BUSINESS –

Looking for calendar guy and membership chairperson.

Adjourned 7:10 PM.

Respectfully Submitted
Jim Elliott, Secretary, EAA 124

CALENDAR OF EVENTS:

DEC. 3rd PROGRAM: RATIFICATION OF BY-LAWS.

John Terry will tell us about Experimental Airships and Standards. He will also have some pictures of the Biannual Hot Air Balloon Gathering in France this year. John has a wealth of experience in material and processing that he accumulated over a career at IBM and repairing balloons. He is the only FAA certified facility for balloon repair in Northern (at least) California. The adventures and observations over his long tenure in the air and in maintaining these devices make for an entertaining and informative program. (Thanks, Ron Parrott)

JAN. 7, 2004 PROGRAM: Jim Elliott, Pros & Cons Discussion of Small Plane IFR. INDUCTION OF NEW OFFICERS.

JUNE 8, 2004: Little River BBQ 12-4 pm

JUNE 28, 2004: Quincy-Antique Wings & Wheels

AUGUST 1-3, 2004: Yellow Pine, ID - Harmonica Contest

Schellville Antique Escadrille meets every 2nd Saturday (except June) at the Schellville Grill, 6pm. If staying for dinner, Call Bill Ewertz (President) (707) 938-1465

EAA 124 OFFICERS, BOARD OF DIRECTORS (AND OTHER IMPORTANT MEMBERS)

President

Joe Wiegand (2) (415) 665-8871

Vice President

Bob Gutteridge (1) (707) 539-5188

Treasurer

John Whitehouse (2) (707) 539-5549

Secretary

Jim Elliot (1) (707) 539-3924

Facilities Chairman

Larry Rengstorf (707) 575-0331

Facilities Committee

Art Beer, Bill Bruce, Bill Massey, Joe Wiegand

Technical Counselors

Jim Smith (707) 763-0833

Remo Galeazzi (Fabric) (707) 762-8261

Bob Gutteridge (Fabric) (707) 539-5188

Jerry Rice (Wood, Metal, Fabric, A&P)
(707) 431-0206

Board Members

Ron Parrot (1) (707) 433-5730

Dave McIntyre (1) (707) 874-2672

Bill Bruce (2) (707) 823-5655

Dwayne Green (1) (707) 544-4535

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Mike Fenn (2) (707) 578-5463

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Donna Turrentine (707) 823-6132

Webmaster

Christine Kerner ck@eaa124.org

Librarian

***Volunteer Needed

Young Eagles

Sue Sarmir (707) 539-8589



P.O. Box 6192
Santa Rosa, CA 95406

FIRST CLASS MAIL

GENERAL MEETING: DECEMBER 3, 2003

7:30 pm

Meeting is held on the first Wednesday of each month. Directions: The site is located on the west side of Sonoma County Airport. Take the Shiloh Road exit from Highway 101 in northern Santa Rosa. Turn left at the stop light (west) and continue to a "T" intersection. Turn left again and follow the road to the EAA sign on the left. FOOD (\$5) AND SOCIALIZING (free) from 6:30 to 7:30pm. EVERYONE IS WELCOME!

PROGRAM: *John Terry* will tell us about Experimental Airships and Standards. He will also have some pictures of the Biannual Hot Air Balloon Gathering in France this year. John has a wealth of experience in material and processing that he accumulated over a career at IBM and repairing balloons. He is the only FAA certified facility for balloon repair in Northern (at least) California. The adventures and observations over his long tenure in the air and in maintaining these devices make for an entertaining and informative program. (Thanks, Ron Parrott)

See us on the Web:
WWW.EAA124.ORG

Members are invited to submit articles of interest. (You will be notified whether or not article will appear in current issue.)

Please email them to: dturren@sonic.net

**Mail to: Donna Turrentine
5845 Fredricks Road
Sebastopol, CA 95472**

Deadline for the newsletter is the 20th of each month. Articles submitted after that date will be included in the newsletter at the discretion of the editor. All articles are copyrighted. To reproduce any article, please contact the editor.

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